

Established February, 1845.

PRICE, \$2 PER MONTH.

Shipping

THE Steamship *Mosser*, Captain
TIZZO, having arrived from the
above Ports, Consignees of Cargo are
thereby requested to send in their Bills
of Lading for countersignature by the
Undersigned, and to take immediate
delivery of their Goods from along-side.

The Steamer is berthed at Kowloon wharves
and Cargo impeding her discharge will be
at once landed and stored at Consignees
risk and expense, and no Fire Insurance
will be effected.

Optional Cargo will be forwarded on to
SHANGHAI, unless notice to the contrary be
given before Noon To-DAY.

All Claims against the Steamer must be
presented to the Undersigned on or before
the 31st Instant, or they will not be re-
cognised.

RUSSELL & Co.,

me, but that it should be contributed to, from Governmental funds. It is a heavy charge upon the companies who keep it up, and if it is to be as I am given to understand is proposed in the new bill—a tax upon fire insurance companies, I think the case of the two local companies should be fully considered by the Executive. I have great pleasure in recording the motion of my hon. friend opposite.

The Surveyor General said there was every reason to believe that the water supply would be delivered in town by next November. With regard to the pressure on the street hydrants and Mr. MacEwen's statement that there was a house of three or four stories being erected and that there might be houses of five stories, he had to say that the average height of each story was about 14 feet, so that four stories would make 56 or 60 feet. The pressure of the Taitan water was equivalent to three times that height, and was no doubt sufficient to supply a house of five or six stories, and that of the largest house to be built, even five, six or seven stories.

His Excellency—Up to what level?

The Surveyor General—The pressure is regulated by the service-tank, which is a little lower than 400 feet above the level.

His Excellency said he had already had this subject under consideration and would have come to a determination on it before now were it not that this was the most inconvenient time to settle such a question in view of the supply of water which would be available within this year for putting out fires. Any staff they might get with reference to the present conditions would probably be superfluous when they had the adequate water supply. He therefore thought that unless there was great urgency it would be well to wait until the next year, when the supply of water was more especially as he believed the next six months was a period during which fires were not so frequent as during the winter months. The subject of reorganizing the fire brigade had been before him in various ways, and he would ask the Hon. member to leave his motion until it stood on the agenda for the next year.

The Attorney General moved the first reading of a Bill making provision for the supply of water to the public by a Corporation, and by the Police Magistrate, in some cases with a jury and in other cases without the holding with a jury being the exception.

His Excellency explained at some length the reasons which had led the Government to drop the clause providing for taxing machinery. Mr. Chater, he said, had urged to him very forcibly several objections, one of which had had considerable influence on him. He found that there would be great difficulty in distinguishing between movable and immovable machinery, and that although the amount collected would be small it might prejudice the starting of a new industry.

The Bill after some discussion was passed through Committee.

The PRESIDENT OF A EUROPEAN DISTRICT. His Excellency said that Mr. Ryrie had called on him and urged very forcibly that he would urge as forcibly in Council that there would be a danger of ruinous affecting the value of property in districts adjoining the line of demarcation if changes might be made by motion in the Legislative Council, and he therefore proposed to delay the Bill. Before a change was made a new Bill would now have to be introduced.

Mr. Wong Shing asked if the Chinese Chamber of Commerce would be allowed to erect a building within the reserved district.

His Excellency assured him that any building whatever its style, if there was not more inhabitants than one to a thousand feet, would not be affected by the law. A considerable discussion then ensued as to modifying the Bill to express this more clearly.

A clause was introduced, stating that the Bill should not interfere with the right of the Surveyor General to require plans to be submitted to him of all houses outside or inside the reserved district. The line of demarcation was altered to exclude infant 107 in the Wanchoi district, and the Bill was left in Committee to allow of alterations being made. The Bill was then taken into Committee and the Bill excludes from the reserved district.

The Council then adjourned till this day week.

CORRESPONDENCE.

THE HONGKONG SCHOOLS' SPORTS.

To the Editor of the 'CHINA MAIL,'

April 18, 1888.

Sir,—With reference to your remark that the tug of war yesterday was postponed on account of the inability to get full teams from both sides, I hasten to inform you that you were misled when making that statement. The St. Josephians were already ready; and, if the crowd gathered there, including many ladies, were disappointed, it was simply owing to the unavoidable absence of the other teams, as might have been gathered from the cheers elicited from the only team present.

Yours, T. J. S. L.

[We think the English teacher ought to instill into our youthful correspondent a right idea of the difference between 'both' and 'either.' We were not misled at all.—Ed. C. M.]

THE STRIKE OF THE CARGO-BOT MEN.

The complaints on the part of employers of cargo-boats are loud and deep, and as we anticipated several of those more particularly inconvenient denunciations the Government for having introduced a rule which raises such strong opposition, and thus obstructs trade. Now, as we have said, the value of the rule of photographing all the boatsmen, instead of the two head-men, may be a matter for argument; but it is not surely a matter upon which hesitation should for a moment exist, that the Government must now insist upon obedience, in face of open defiance of the law. Let these boatsmen once return to their work, and cease to defy the rules and conditions of their licenses, and then the Executive may be inclined to listen to any modification of such conditions which may be shown to press unduly upon the persons affected. At present the motto should be 'No Surrender' otherwise these gentry will get the idea filtered into them that all they have to do to upset any rule or regulation of law is to 'demonstrate.' So far, as can be seen as yet, the campaign fails, but has not yet joined the strikers' band, although it is generally expected that they will do so to-morrow. This would on their part be egregiously foolish, because they have two months and a half of their licensed period to run, while the licenses of the Cargo-bot men expired at the beginning of this month. It is believed that the Cargo-bot men are preparing to draw them into the strike, but it is hoped they will not succeed. These

boats, if they can be brought home to the officers, should strengthen the Government in maintaining a strong position on this subject, and encourage a prompt response in every case where the law is infringed. The market men and the chair-coolies are photographed, and there are no exceptional circumstances against applying this rule to the somewhat unruly boat population. Therefore we trust that the Government will remain firm.

As to the means available for doing without the Cargo-boats for a little time, it must be admitted that the inconvenience is minimized by the existence of the new public wharves and the large number of steamers in service. We observe from the Wharf and Godown Company in the Harbour, that the company is collecting for shipment and taking it to the vessels loading. The P. & O. Company have also moved in the matter, and offer to take in cargo intended for their steamers into their lighters in front of their offices (near Pottinger Street wharf) for a very small sum per ton, and the cargo is then taken on board the vessel by a dolly, and even this can be overcome, and doubtless will be got over.

We have heard it contended that if no licenses whatever were issued to boats or chairs, there would be no monopoly, and that the trade would be more open. Further, it is contended that the boatsmen are now experienced, and that, if no tariffs existed, chairs and boats would be cheaper and more easily obtained than they now are. This, we think, very doubtful; while it is also exceedingly doubtful whether the class of coolies and boatmen would be so well regulated as they now are. But the chief consideration at the present moment is, that the rules having been laid down some eight months ago, and the fact of Hongkong being that no Cargo-boats shall ply here without a license, that rule must be carried into effect. It is to be hoped, therefore, that all who are personally inconvenienced by this foolish demonstration will look at the subject broadly, and give the Government credit for standing firm, as a matter of duty, against dictating impudence of the Cargo-bot Guild or its members.

HONGKONG PUBLIC SCHOOL ATHLETIC SPORTS.

Wednesday, 18th April, 1888.

Committee.—Mr. V. Dodd, Mr. R. F. Lamour, Mr. E. A. Lamour, Mr. G. Lobb, Mr. F. Lamour, Mr. E. Lamour.

Starters.—Lieut. F. H. Johnston, Lieut. C. E. Higginbotham.

Cheerleaders.—Rev. W. Jennings, Mr. J. W. G. Goleman, M.A., Mr. W. B. Arthur.

Referee.—Rev. B. Wonnacott.

Following are the results:—

1.—HUNDRED YARDS, (under 13.)

W. Stopani, 1. 1

W. Armstrong, 2. 2

J. Machado, 3. 3

Time, 12 secs.

2.—HUNDRED YARDS, (over 13.)

F. Lamour, 1. 1

F. Stopani, 2. 2

A. Rose, 3. 3

Time, 12½ secs.

3.—LONG JUMP, (under 13.)

W. Stopani, 12 ft. 3 in. 1

J. Machado, 12 ft. 2 in. 2

W. Armstrong, 11 ft. 3

Time, 12½ secs.

4.—LONG JUMP, (over 13.)

F. Lamour, 14 ft. 2 in. 1

F. Stopani, 14 ft. 1 in. 2

F. Rose, 14 ft. 1 in. 3

Time, 12½ secs.

5.—THROWING CRICKET BALL, (open.)

F. Stopani, 70 yds. 1

A. Rose, 70 yds. 2

A. Wallace, 70 yds. 3

Time, 12½ secs.

6.—HIGH JUMP, (over 13.)

J. Machado, 3 ft. 9 in. 1

Machou, 3 ft. 8 in. 2

Time, 12½ secs.

7.—HIGH JUMP, (over 13.)

F. Lamour, 4 ft. 2 in. 1

A. Rose, 4 ft. 1 in. 2

F. Stopani, 4 ft. 1 in. 3

Time, 12½ secs.

8.—TWO HUNDRED AND TWENTY YARDS, (open.)

W. Stopani (15 yds.), 1

A. Rose (5 yds.), 2

F. Stopani (5 yds.), 3

Time, 27 secs.

9.—GIRLS' RACE, Post Entries, 100 yards.

About 30 entered.

Stopani, 1

Falsoner, 2

Time, 15 secs.

10.—SIX HUNDRED YARDS, (under 13.)

W. Armstrong (5 yds.), 1

W. Wallace (5 yds.), 2

J. Machado (5 yds.), 3

Time, 45½ secs.

11.—THREE-LEGGED RACE, (open.)

Dodd and E. A. Lamour, 1

F. Lamour and Armstrong, 2

Time, 10½ secs.

12.—SIX HUNDRED YARDS, (open.)

A. Rose, 1

A. Wallace, 2

F. Lamour, 3

Time, 10½ secs.

13.—SACK RACE, (open.)

G. White, 1

J. Carvalho, 2

Time, 10½ secs.

14.—GIRLS' RACE, Post Entries, 100 yards.

About 30 entered.

Prestage, 1

Northing, 2

Time, 10½ secs.

15.—HALF MILE, (over 13.)

A. Wallace, 1

A. Rose, 2

F. Stopani, 3

Time, 2m. 50secs.

16.—CONSOLATION RACE, 100 YARDS—

Mile, 1

E. Lamour, 2

Time, 10½ secs.

The Distribution of Prizes then took place to the deserving recipients, and the proceedings which were blessed with fair weather then closed.

SALVING THE CARGO OF THE S. S. 'SILK.'

The examination into the loss of the S. S. 'Silk,' which was wrecked on the coast of Italy, was held by the Receiver of Wrecks (Mr. E. Elliott) took place at the Customs Office on Saturday, the 31st March, when the following were examined on oath:—(1) Captain James Monkhous Hudson, (2) John Teulon, 3rd officer, (3) George Watts, A.B., (4) William Seed, A.B., and (5) Charles Wilson, Quartermaster. The particulars have not transpired as the depositions have been sent to the authorities preparatory to the final investigation by the District Judge, when of course the details will be made public. The steamer 'Silk' had in all 43 hands including the Captain. The cargo comprising general merchandise was shipped by Messrs. Galloway, Hanks, Sewell & Co., London, and consigned to Messrs. Sandilands, Buttery & Co. of Penang, and other firms. There was only one passenger. The ill-fated vessel left Suva on the 14th

March, and when she struck on the reef the third officer was on the anchor, and immediately ordered the engines to be put full speed astern; but without avail, as she settled down in seven minutes in nine fathoms of water; all the ship's papers, log and books, have gone down, and the crew have also lost their baggage and effects. The survivors were picked up while floating on the water, and two of the crew were rescued from the rigging. I understand that the disaster is attributed to a miscalculation of the distance, and probably the haziness of the atmosphere. The Captain, Mr. James Monkhous Hudson, has been ordered to the port of instant Messrs. Clark, Spence & Co., Agents for Lloyd, have taken charge of the wreck on behalf of the underwriters. The cargo is being saved, and a large quantity of piece-goods in bales, all more or less damaged, has been brought on shore, and warehoused in the bonded stores for the purpose of being re-exported. The local agents of the steamer, Messrs. John Black & Co., have rendered every assistance to the officers and crew. The former have been accommodated at the new hotel opened by Mr. A. R. Braham in Middle Street. The sale of the salvaged cargo will take place at 11 o'clock on Monday next, at the premises of Messrs. Clark, Spence & Co., Agents for Lloyd, have taken charge of the wreck on behalf of the underwriters. The cargo is being saved, and a large quantity of piece-goods in bales, all more or less damaged, has been brought on shore, and warehoused in the bonded stores for the purpose of being re-exported. The local agents of the steamer, Messrs. John Black & Co., have rendered every assistance to the officers and crew. The former have been accommodated at the new hotel opened by Mr. A. R. Braham in Middle Street. The sale of the salvaged cargo will take place at 11 o'clock on Monday next, at the premises of Messrs. Clark, Spence & Co., Agents for Lloyd, have taken charge of the wreck on behalf of the underwriters. 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